

Claim Amendment under 37 C.F.R. §1.121

Claims 1-3. (canceled)

Claim 4. (new) An automatic control system for a parking brake of an automobile having an oil pipe connecting a brake master cylinder with a wheel cylinder, the automatic control system comprising:

a solenoid check valve installed between an oil outlet of the brake master cylinder and the oil pipe, wherein the solenoid check valve is configured to control flow of oil between the master cylinder and the wheel cylinder;

a first proximity switch installed in an accelerate pedal, wherein the first proximity switch detects whether the accelerate pedal is stepped on;

a second proximity switch installed in a brake pedal, wherein the second proximity switch detects whether the brake pedal is stepped on;

a stop sensing sensor configured to detect whether the automobile stops based on output signals from the first and second proximity switches; and

a speed sensor configured to sense speed of the automobile,

wherein, when the stop sensing sensor determines that the automobile stops and the second proximity sensor determines that the brake pedal is stepped on or when the automobile is on a status of key-off and the second proximity sensor determines that the brake pedal is stepped on, the solenoid check valve is configured to control the flow of oil between the mater cylinder and the wheel cylinder so as to allow the oil to flow only from the master cylinder to the wheel cylinder, generating a brake effect.

Claim 5. (new) The automobile control system of claim 4, further comprising a relay controlled by the stop sensing sensor by way of ON/OFF according to whether or not the first proximity switch and the second proximity switch contact and speed signal of the automobile from the speed sensor, and wherein the relay controls the solenoid check valve.

Claim 6. (new) The automobile control system of claim 4, wherein, upon stepping on the brake pedal, a main brake is operated during traveling and a parking brake is operated during stopping.